

COLUSA-SACRAMENTO RIVER SRA GENERAL PLAN ALTERNATIVES

PUBLIC COMMENT SUMMARY June 2014 (first draft)
Approximately 22 participants at workshop and 2 emails

MOST DISCUSSED ISSUES

1. Moving the park entrance and levee road circulation
2. Boat ramp and non-motorized boat launching
3. Local day use priorities and fees
4. Use of restoration/recreation zone
5. Improving pedestrian access

WORKSHOP STATIONS

Alternative 1-Minor

- No boat launch
 - Could be a safety issue for Sheriff not being able to launch boats
 - Next nearest launch is 5 miles away
 - How can we approve Alt 1 if we don't know the launch won't be built
 - Alt too limiting if we don't have a launch
- Existing boat launch
 - Can State Parks dredge the channel in lieu of irrigation district having to do it?
 - If Abandoned, leave infrastructure in place in case river meanders back and opens the channel
- Entrance Station
 - Like it in the original location as indicated in Alt 1
 - Several people not in favor of moving to 12th
- Levee Road
 - Concerned with vehicles and bikes being together, may not be enough room, as well as pedestrians using the road
 - Need to widen levee road to accommodate traffic and emergency vehicles
- Restoration Area
 - Most in favor of primitive camping and vehicle access...very excited for vehicle access
 - Keep it as natural as possible, no concrete
 - Like dirt roads and parking area, no asphalt
 - Make sure parking lot is as close to canoe launch as possible for short distance loading/unloading
 - Afraid area will become overgrown and access will be difficult...encourage trails to make access obtainable. Why did DPR plant poison oak?
- Interpretation
 - Can the previous exhibit with the old bottles be brought back?
 - If no ramp, we should focus on interpretation panels even more. Cultural and natural
 - Like the interpretation facility in southeast area...think it is very important
- Other Comments:
 - Will rules be even more strict? City is kicking pedestrians out at 7pm, people want to be able to walk and enjoy the park
 - Will the fees vary with each alternative?

- Keep it as natural as possible so the public can enjoy the habitats
- Can we make more artificial nests for ospreys and eagles?
- Least liked by participants because no boat ramp

Alternative 2 – Moderate

- Will locals have to pay to enter the park?
- Several people not in favor of moving entrance to 12th
- If Levee Road becomes a park road, it won't be used by locals.
- Day use should be free
- Widening of 12th will be needed for new entrance. This will impact the last house on 12th.

Alternative 3 – High

- Main Street used to be a truck route.
- Levee trail is beautiful for walking dog
- Widening levee would be costly
- What's going on with annexation?
- We need a bigger maintenance shop
- Levee Street shouldn't be closed—would require us to access our home through alley
- Will people really use the park, or will they go to the mountains to recreate?
- Wildlife watchers want to use the north area
- Duck hunters want electrical power at campsites
- Is the boat ramp going on the existing sandbar?
- Why assume that Robert's Ditch Irrigation Co won't dredge?
- Where is the boat ramp parking? You should have parking closer to ramp, or people will need a bicycle to get to their truck. Why not fill the channel for parking?
- Will restoration area planting stay in rows like an orchard?
- What's purpose for moving entrance station? Will my road be closed? Better to acquire property for entrance road off Hwy 45 or move entrance to north end of Robert's Road.
- Too much paving with new camping. Keep day use lawns for locals.
- Can we keep the exit at 10th Street?
- Don't place the entrance where traffic will back up into residential areas.
- Have one entrance and one exit.
- Too much pavement is proposed.

COMMENT SHEETS

Which plan alternative do you prefer? HIGH: 13 MODERATE: 3 MINOR: 1

Why do you prefer this alternative? **HIGH:** good for local economy, good for folks who use the park, there is enough habitat for critters. Maximizes recreation opportunities and river access, best supports economic viability of downtown Colusa. Boat launch. The larger and more developed the area, the more revenue for the city. Think about possibly having levee be one way, with exit at north end. Circulation needs to be looked at further for cars and bikes. It gives this resource a chance to be used by more people of all interests. The boat ramp is critical for public safety and access to other reaches of the river. Better recreation for the citizens of Colusa and beyond. Most advantageous to the City. Better use of Park area. It will serve Colusa residents and guests the best—I like one way traffic with exits for less congestion. Economic impact to town. Definitely need boat launch. **MODERATE:** Like the trails in the north. Do not like closing off the Levee Road—keep the road open!! Keep area as natural as possible.

Realizing city economy benefits from traffic of some sort, the moderate plan will contribute that.

MINOR: The main reason is due to the entrance being moved. I believe growth is good and improving the park is a great idea, but due to the impact on my home by moving the entrance, I have to choose minor.

Is there anything you would change about the plan alternatives? **HIGH:** Not really. Concerned about the 12th Street entry: not enough room, lane use, congestion, safety. Consider moving entry to north end of Robert's Road or keep at 10th Street. Not enough area for a formal entrance. Too much hard development proposed in Southeast Area causing visual impacts from levee path. Levee road not wide enough for main park road. Boat ramp parking too far from ramp, should fill in channel and place parking directly next to the ramp. Gravel roads/parking lots would silt in, so consider a more maintainable surface. The process could be sped up—It would be nice to use this space in my lifetime. Keep entrance at 10th Street. Make provision for pedestrians and bikes on levees. Ensure the existing ramp is preserved for future use. Leave Levee Street open as the fire/police/ambulance needs two ways to enter in case of an emergency: Levee Street and Highway 45. Less paved area—once paved, it doesn't go back. Twelfth Street entry? Keep entrance at 10th St, not 12th. Place campsites in jungle area east of Robert's Ditch area. Don't focus on one month of striper fishing as normal boat use. Perimeter levee roads too narrow for RVs and boat trailers. Boat ramp has taken over the rest of the Park. No concern for local residents. More bike trails on up Levee Road beyond current plan. Keep entrance the same as it is now. Doesn't involve driving on actual levee, just crossing it; plus it is safest entrance. 45 & 12th intersection is on quick turn and RV's with boats exiting onto 45 will be dangerous **MODERATE:** Take away the tarmac—too hot and unattractive. Think about the park as a river park for the town. **OTHER:** Use 10th Street. Do not close Levee due to fire access—it's the only access for some homeowners. We do not want additional traffic. Keep entrance station where it is and move forward with High use. The levee road is not wide enough for traffic—the combination of commercial and residential will create chaos.

Do you have any questions or concerns on resources issues? This SRA is a critical component to implementing the goals and objectives of the Colusa Subreach effort, which included access for all types of outdoor recreation. Appropriate signage and public information/awareness should be made available to minimize user conflicts between hunters and non-hunters. Concerned with the impacts to ag land resources near the northern reach, that the park may be a hideout for gangs and undesirables, and that the state may not have the staffing to maintain high use option. Have a cultural center honoring the Chinese/Japanese and Indians in the community. Would like trails kept in the manner of the excellent trail we have from Robert's Ditch to the river. Keep as much as possible! No—thank you for preserving habitat. Walking path is nice. No—only the impact to people in the community.

Are there other recreational opportunities that you think we should consider at the Park? Important to keep pedestrian/bike path access around park, as it's considered a jewel by locals. Need better pedestrian access into the park. Be open to winter waterfowl hunting during high water. Schedule use by schools and scouts. Educational programs for the younger kids. Interpretive signs about the animals and vegetation. Work with Colusa's Park and Recreation—appointed because they care about the parks. Contact George Graham—he has good thoughts about the river and recreation. Walking tours to emphasize importance of nature preservation. Include adequate signage to designate various areas. Post rules. A special beach or ramp for canoes, etc.

What questions do you have? Would riprap removal upstream jeopardize new ramp? Will there be docks at new ramp? How would you keep the southeast area from flooding? Will campground be open year round? How will development be phased? Will the old bridge turnstile be relocated or stay? What is financial impact of changing entrance and what is additional project time to do this—doesn't make sense to me. Boat launch traffic should not impact park entrance at 10th.

Anything else we should know? Alt 3 is great, but none will work without a useable boat ramp. Property

to east across Hwy 45 was recently for sale-maybe purchase and use as maintenance yard. The park is not appealing without boat ramp. Keep non-motorized boat access as close as possible to the launching area. Work with DWR to assist in maintenance of lands inside the levee. The DPR/City agreement for the boat ramp should be followed. Robert's Ditch Irrig Co would be impacted by road closure. Local residents value the natural resources and recreation that respects them. Would citizens within the city have access to free day passes to go in for lunch, especially for handicap persons.

Other? Concerned that primitive camping wouldn't be used due to summer heat and winter flooding.

EMAILS

I am opposed to a boat ramp at the current Colusa State Park!

1. Limited Parking 2. Changing river channel locations and endangerment to the levee 3. Use of current funding - project would exceed common sense and spending

I have been a user of the State Park for many years. The current "Robert's Ditch Channel" is functionally useless and has been a drain on the users (state, Robert's Ditch, etc.) in effort to keep it at all useable. It was primarily for irrigation! River silt soils will not allow changing levels and the wakes caused by boats do nothing but accelerate the erosion and sloughing that fill the channel. (Changes in the river channel upstream - many by landowners and government agencies have caused the river to move south and easterly, leaving the Roberts Ditch intake at least 400 yards from the river channel today. One does not have to look at history long or hard to see the impacts of channel changes created by "man". Examples -- Delta Lines cutting off the "oxbow" at Hansen Island [about 1900], landowner cutting off "oxbow" above Butte City Bridge [late 1960's or early 1970's]. Those two alone, changed the river channels well below Butte City, in fact the river has moved south at Glenn County Road 66 so far, the Princeton Codora Glenn Irrigation District Pumping Plant became totally useless. Changes in the channel also affected the structural integrity of the Butte City Bridge, causing huge expenses to the State of California, Department of Transportation in effort to protect the integrity of the structure! These changes directly attributable to increased velocity of the river by cutting off miles of channel!)

I have suggested many times - No one listens! The old "Cruise n Tarry" site on the East Side at the South West corner of the Colusa Wier is suitable for a ramp! Costs would be minimal, as the river flows at the site. A concrete ramp still exists. Parking would be available -- entire wier area could be used. Property belongs to the State!

Landing Mats from WWII have been used for many purposes. Boat Ramps as an example. With an Excavator, a boat ramp could be in place simply and functional within hours. One does not have to be a "rocket scientist" to simply observe and think of simple solutions.

Permitting -- the amount of material moved would be minimal! Many functions of Water Resources, Army Corps of Engineers, etc cause much more impacts.

Hope I wake someone up -- this is currently an item of intense interest generated by the want of business by a few owners. A Waste of money as currently envisioned!

NO Common Sense or evaluation of the river and changes has been addressed. Flows and channel changes both up and downstream will affect any ramp placed anywhere near the current Colusa State Park!

Please take the effort and time to research what I was stating regarding the river above

Princeton. My family has been in the area since 1912! I can recall myself many changes and it all is readily seen if one takes time too look. Facts don't lie, changes from one location affect miles of the river!

USFWS now controls much of the lands I remember as Prune Orchards! I also remember when the river flowed North of the intersection of Glenn County Rd 66 and SR 45! Many examples I can site of the changes, Sidds Landing north of Glenn is easy to see too. Packer Unit, Drumheller units have changed so much, if you did not know them, you would not recognize today. What was a prune dehydrator on the "Stone Ranch" (Drumheller North" that was located in the middle of the orchard is now in the center of the river! Concrete shows to this day as an island. This occurred after the oxbow was cut just North of the Butte City Bridge in the late 60's, early 70's! (Acres of productive orchards were sent to the delta and ocean, lost revenue, habitat, etc.)

IF - we as stewards of "our" tax moneys that are so limited and valuable to use wisely allow special interest by a few to override those values, we fail as citizens, employees and agencies! Please - look closely, review history, weigh the gains/losses.

Colusa is dead as a shopping/business venture. Those still here, hang on by their bootstraps. They are grasping at straws. Big business and big money draw the people to other locals, namely Yuba City.

Everything changes - Fishing, Hunting, is no longer the poor mans sport but a rich man's game! If one looks - even the Fish and Game has declined and some vanished. How do we justify a ramp for the few rich to pursue the declining Fish - Salmon, Stripped Bass, Shad as examples? I hope this sheds some value and does not end up thrown away in some waste can.

These are my comments/input for your meeting tomorrow regarding the general plan for the Colusa State Park.

I have been using this boat ramp for the last 39 years to fish for stripers up above Colusa in the spring, and many times all the way to Princeton when the water level is high.

The boat ramp/launch is the most important part of this Park, as the next nearest launch ramp is several miles downstream at Ward's Landing, and the second nearest is at Butte City.

The ramp fees are the largest revenue generator for the Park, so it needs to be the first priority. The ramp also needs to be useable at low water levels, i.e., not sanded in like it has been in the past when the river is low.

Again, please make the ramp a top priority of this park, as it serves the most users.

Thank you for your consideration of my input.